

APPENDIX C
COORDINATION

MEETING NOTES



Subject Aviation Issues		Sheet 1 of 1	
Project Number 07072-144-249		File Number	
Meeting Date 10/20/99		Meeting Location Ketchikan, AK	
Notes by Mary Klugherz		Office	
Attendees	Mark Dalton, HDR	Duane Hippe, HDR	Mary Klugherz, K&A
Don Chenhall, KIA			
Topics Discussed		Action/Notes	

Aviation issues related to the Gravina Access Project were discussed with Don Chenhall, the current manager of the Ketchikan International Airport. Topics discussed included the current status of the airport management study, air traffic statistics, the terminal renovation plans, the Airport Master Plan, and long-term infrastructure needs.

- Airport Management Study – This study is currently underway and will recommend how the airport should be managed in the future. At issue is whether the airport will come under state management or remain under KGB management.
- Air Traffic Status – Total landings are down over the past two years, consequently landing fees have decreased. Passenger facility charges were initiated in early 1999 to help fund terminal renovation and make up for some loss in landing fees.
- Terminal Renovation – This project is currently on hold for various reasons. Airport management is awaiting the results of the management study, airport revenues are down due to fewer landings – therefore fees are down, the Airport Master Plan doesn't reflect the need for much expansion capacity, and current airport management feels that immediate attention should be paid to improving the current infrastructure before spending money expanding the terminal.
- Other Fee Issues – The FAA recently informed the KIA that it will stop making lease payments on its space in September 2000. This will result in a loss of \$55,000 in revenue to the airport. If the airport renovation occurs, Alaska Airlines will build its own cargo building instead of leasing an area of the current terminal, resulting in the loss of approximately \$55,000 in airport revenues.
- Current infrastructure is aging and in need of upgrading and/or at capacity. This includes the sewer line, water line, fuel storage, and the emergency generator.
- A new, larger airport ferry is currently in the design-phase and is expected to be on-line in later 2000.
- There appears to be demand for hangar space at the airport. Airlift Northwest and a private plane owner have both requested hangar space.
- Airport parking remains the biggest issue in the mind of the airport manager related to any improved access alternative.

MEETING NOTES



Subject	Aviation Issues	Sheet	1	of	2
Project Number	07072-144-249	File Number			
Meeting Date	10/20/99	Meeting Location	Ketchikan, AK		
Notes by	Mary Klugherz	Office			

Attendees	Mark Dalton, HDR	Duane Hippe, HDR	Gail Mathers, Taquan
Brian Salazar, Taquan	Jerry Scudero, Taquan	Mary Klugherz, K&A	

Topics Discussed	Action/Notes
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Aviation issues related to the Gravina Access Project were discussed with Taquan Air Service. Taquan is one of two commuter carriers in Ketchikan, operating 22 aircraft. Aircraft type include Cessna Caravan, DeHavilland Beavers, and DeHavilland Otters.

Comments by Taquan representatives included:

- The belief that most aviation activity would locate at the airport if there were convenient, inexpensive access. Some aviation activity would continue on Revilla -- mostly related to the summer tourist season.
- Better access to Gravina would decrease the cost of operation because the airline would need to staff and maintain one ticket and terminal operation instead of two. The cost of operations on the Revilla side is considered expensive because of the high demand for waterfront access and, consequently, the high cost of land.
- Operating from one location would increase safety. Currently, Taquan operates from both the airport and downtown waterfront, often necessitating an additional take-off and landing for each flight, depending on whether passengers are catching an Alaska Airlines flight at the airport, or just visiting Ketchikan.
- Better access to the airport would encourage air freight businesses to locate around the airport. Currently the cost of the ferry is a deterrent.
- Better access to the airport would encourage more use of the public seaplane float, which is currently underutilized.
- The airport ferry is considered a hazard to the floatplanes.
- A preference for Peninsula Point as a location for a bridge option because it is far enough away from the airport to allow the continued take-off and landing patterns for floatplanes.

- Did not prefer any options involving Pennock Island because fully-loaded airplanes that take-off to the Southeast (the predominant pattern) need time to gain altitude. Often it takes these aircraft the full length of Pennock Island to reach the necessary altitude. In poor weather conditions, floatplanes fly very low in this area.
- With any bridge there will be some visual restrictions that pilots will need to be aware of. Of most concern were the non-resident pilots who visit Ketchikan in the summer months and are not familiar with the high volume of small aircraft in the area or the unique geography.